



SAFETY MATTERS

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2019 OVERVIEW

Statistics

	2016	2017	2018	2019 (to 10/19)
Accidents	28	31	41	45
Incidents	21	46	102	80
SPADS	0	1	2	2
Near Misses	0	0	2	4



2019 OVERVIEW - 1



- There were four reportable incidents; two Stop Boards Passed without authority during shunting operations and two minor collisions.
- There were no injuries reportable under RIDDOR
- There was a significant reduction in incidents
- There was a modest increase in accidents
- The introduction of the revised High-Level Safety Management System documentation was achieved, work continues on the subordinate system elements.
- The last major batch of Rules & Instructions revisions was introduced in March 2019
- There was no formal ORR visit in 2019 but engagement with ORR Inspectors was achieved at external events
- The Safety Targets set for 2019 were partially achieved



2019 OVERVIEW - 2



- The Safety Review Group met three times and the Management Safety Group (effective from 1/4/19) met on eight occasions – minutes were circulated to the board and posted on HOPS once approved
- A Safety Report was produced jointly by the General Manager and Safety Director for each board meeting
- K&ESR representatives attended two HRA Seminars at which Safety Matters were discussed during 2019
- Four members of the K&ESR team attended an ORR/HRA “RM3” Seminar in November
- Significant engagement continues with other Heritage Railways on safety and standards related matters



2019 OVERVIEW - 3



- External expertise has been procured to address concerns of increased wheel wear and an action plan is being developed from the results.
- The management team are proactively monitoring industry developments, RAIB reports etc., and acting upon recommendations and findings that import risk to the K&ESR.
- The K&ESR had already addressed key recommendations arising from the RAIB report into the on-train fatality at Twerton which was the subject of a letter from the ORR in early 2020.
- The development of a positive safety culture continued during 2019.
- A number of areas of weakness in safety engagement, risk management and safety performance monitoring have been identified and are being targeted for improvement in 2020.



CURRENT KEY AREAS - 1



- Covid 19 has been the key focus this year with reopening successfully accomplished in July
- A substantial Safety Standards Manual specific to Covid Risk Mitigation was produced and audited and is now being reviewed for winter season operations
- Understanding and application of the Risk Management Maturity Model (RM3) is being progressed
- Infrastructure safety issues are being addressed



CURRENT KEY AREAS - 2

- Other areas are much the same as last year:-
 - Competence Management in Engineering departments
 - Trespass
 - Health & Wellbeing
 - Level Crossings
- On the latter point, the SMS and its subsidiary documentation is being reviewed over the winter period
- The Board has now established a Risk & Compliance committee



LOOKING AHEAD



- Safety compliance is key business risk, being addressed by board as part of forward strategy
- RM3 being developed as a monitoring tool for/by the leadership team with wider roll out to follow
- Recovery from Covid and ever changing requirements will remain a key focus
- Continuous improvement in processes and culture
- Human Factors, Non Technical Skills, Health & Wellbeing are all areas we need to embed in our culture